

OCCUPANT PROTECTION

I. PROGRAM OVERVIEW

Seat Belts

California competes with four states in the nation to hold at or above 90 percent seat belt compliance. While the combined populations of Washington, Oregon, and Hawaii (competing states) are 10.9 million, they do not compare to California's population of 35 million. Although California is ranked third at 91.2 percent (August 2003), that represents 32.4 million persons wearing seat belts. California has steadily increased this compliance rate in the last five years from 89 percent. However, the fact remains that 3,133,856 Californians are not utilizing restraint systems, and are therefore, at higher risk for death or injury, if involved in a collision.

The California Highway Patrol (CHP) 2003 Statewide Integrated Traffic Records System (SWITRS) provisional data reports 43.6 percent of vehicle occupants killed in automobile collisions were not using seat belts. In the last five years (1999 to 2003), the percentage of occupants killed in automobile collisions and not using safety belts decreased by 7 percentage points from 50.6 percent to 43.6 percent.

A review of a small sample of CHP collision reports indicates that many of the motorists not using safety belts are out-of-state or out-of-county tourists, citizens whose second language is English, and younger and older drivers who may be less likely to wear their safety belt (younger drivers have no sense of mortality, while older drivers [60+] may believe since they didn't need it when they were younger, they don't need it now).

Persons considered "high-risk," (e.g., teens, non-English speakers, and those in the lower socioeconomic classes) remain involved in a disproportionate number of fatal and injury collisions. The rich diversity that typifies many communities in California contributes to the vitality and strength of the state as a whole. At the same time, it presents a number of challenges for health departments, law enforcement, and community based organizations committed to addressing occupant protection. This high-risk group requires special education and programs targeting cultural and language barriers. In California, we continue to see an increase in ethnic and linguistic groups. According to the new projections by the California's Department of Finance Demographics Unit, the Hispanic populations will constitute the majority of California by 2040. By the middle of the century, the projections indicate that Hispanics will represent 53.6 percent of the state's population, with Caucasians comprising 23.3 percent, the Asian population at 12.1 percent; the African American population at 6.4 percent, the Pacific Island population at less than one-half of one percent, and Native American and people of two or more races 2.1 percent each. Media campaigns will target teens, Spanish, and non-English speaking populations. In addition, health departments will utilize networks and relationships with ethnic communities to address traffic safety issues for the populations they represent.

In order to focus on the teen population, high schools are conducting High School Seat Belt Challenges to raise awareness and promote safety belt use through a good-natured, student run competitions. OTS expects to fund 37 competitions whereby high schools challenge other schools within a school district to compete against each other to determine which school has the highest safety belt usage, which school can demonstrate the most improved safety belt usage rate and which school ran the best overall awareness campaign for safety belt usage. The competition takes place over a two-week period with designated students, or student coordinators, taking on the majority of the responsibility for running the program.

The challenge involves two unannounced observations of student safety belt usage as they enter campus to determine a percentage of students wearing their safety belts. The first survey is conducted before the beginning of the awareness campaign. The second observation is conducted towards the end of the awareness campaign. The results of the observations indicate the effectiveness of the safety belt awareness challenge. Awareness campaigns include activities such as school assemblies, development and dissemination of promotional materials such as posters, flyers and newsletters, among other things.

The CHP "Innovative Project To Increase Seat Belt Use Rates" conducted research on non-use of seat belts. The findings disclosed that persons in California fail to use seat belts for three reasons: (1) they forget to buckle up, (2) they do not feel the seat belts are necessary for short trips, and (3) the seat belts are uncomfortable. A public information program was developed with the theme "Seat belts. Remember. Or be remembered." Billboards and bus ads in English and Spanish were produced which directly addressed each excuse. Also, radio and television messages were developed for Public Service Announcement's (PSAs) based on the theme. OTS will continue to use the theme and develop posters and pamphlets for future public information campaigns based upon preliminary positive public feedback on the messages.

An OTS Seat Belt Mini-grant program will fund local projects to conduct enforcement programs addressing the motorists who fail to buckle their safety belts. The grants will provide overtime for officers to specifically and solely enforce occupant protection laws. The goal of the California Seat Belt Compliance Campaign (CSBCC) is to increase seat belt use statewide to 94 percent by June of 2005. This will be accomplished through the combined efforts of CHP, OTS, and local law enforcement. The CSBCC strategy is to focus public information and enforcement on persons who fail to use safety belts and child passenger safety seats during the Buckle Up America/Operation ABC national mobilizations in May 2005. OTS mini-grants will be awarded to local law enforcement agencies based upon the population of their cities. Over 2 million dollars will be distributed to law enforcement agencies to offset overtime and reporting costs for the May 16 – June 5, 2005, mobilization period, which will extend the National Mobilization by seven days.

Traffic fines for failing to use seat belts and child safety seats have increased in 2004 to a maximum of \$89 for a first offense and \$191 for a second offense for adult violations (16 years and older) and \$340 for a first offense and \$871 for a second offense for child violations.

Child Passenger Safety (CPS)

California's child safety seat use rate is 86.6 percent (August 2003). In October 2003, California was ranked by Good Housekeeping magazine as the safest state for children. However, problems point to the growth of non-English speaking people immigrating into California and judicial leniency toward violators of the proper restraint of infants and toddlers. Programs will work with the judiciary and Spanish speaking communities on the benefits of child passenger safety.

Child passenger safety remains a difficult topic to master because of the constant technical changes in laws and regulations, and development of new products. California's focus is to increase the child passenger safety compliance rate. Programs will train NHTSA Child Passenger Safety technicians and instructors, but most of all, conduct child passenger safety restraint checkups, create fitting stations and educational presentations.

From 1975 through 2002, an estimated 6,567 lives were saved by the use of child restraints (child safety seats or adult belts). In 2002, an estimated 376 children under age five were saved as a result of child restraint use. If 100 percent of motor vehicle occupants under five years old were protected by child safety seats, an estimated 485 lives (that is an additional 109) could have been saved in 2002. National research on the effectiveness of child safety seats has found them to reduce fatal injury by 71 percent for infants (less than one year old) and by 54 percent for toddlers (1-4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively (NHTSA Occupant Protection Traffic Safety Facts 2002).

When comparing 2002 and 2003, vehicle occupants under age four killed while not using safety seats decreased 0.5 percentage points (refer to Figure 1 below).

Figure 1

CHILDREN UNDER AGE FOUR (VEHICLES OCCUPANTS) BY YEAR (Source: SWITRS Tables 4G and 4H)				
YEAR	% KILLED NOT USING SAFETY SEATS	CHILD SAFETY SEAT USAGE RATES	AGE 0-3 KILLED	AGE 0-3 INJURED
1996	67.0%	85.6%	36	3,582
1997	82.4%	89.6%	34	2,992
1998	56.5%	85.8%	45	3,073
1999	71.8%	85.9%	39	2,855
2000	55.8%	87.4%	43	3,020
2001	58.6%	87.6%	29	2,827
*2002	58.1%	85.6%	31	2,915
*2003	60.0%	86.6%	45	2,718

*Provisional Data

Children under age four killed and injured as a percent of total killed and injured decreased since 1996. The figure below indicates an increase in children age 0-3 killed and a slight decrease in children age 0-3 injured as a percent of the total occupants killed and injured from 2002 to 2003 (refer to Figure 2 below).

Figure 2

PERCENT OF CHILDREN UNDER AGE FOUR (VEHICLE OCCUPANTS) KILLED AND INJURED BY YEAR (Source: SWITRS Tables 4G and 4H)		
YEAR	CHILDREN AGE 0-3 KILLED AS A PERCENT OF TOTAL	CHILDREN AGE 0-3 INJURED AS A PERCENT OF TOTAL
1996	1.32	1.40
1997	1.40	1.24
1998	1.90	1.23
1999	1.57	1.14
2000	1.64	1.14
2001	1.05	1.06
*2002	1.08	1.10
*2003	1.55	1.06

*Provisional Data

II. ACTION PLANS

An effective occupant protection program assures the public is educated and motivated to use seat belts and child safety seats on every ride. A combination of legislative mandates, enforcement, public information campaigns, education, and incentives are necessary to achieve significant, lasting increases in occupant restraint usage.

A educational campaign is planned for the new “back seat” law, which requires children under six years old or under 60 pounds to ride in the back seat. Occupant protection enforcement is included in all law enforcement projects to increase seat belt and child safety seat compliance throughout the state.

The purpose of the 405 incentive grant program is to reinforce key elements of a strategy to encourage states to enact and strengthen occupant protection laws and provide for the enforcement efforts related to the laws. The program will provide for NHTSA’s Standardized Child Passenger Safety Training, the certification and re-certification program for the technician and instructor level candidates, and provide for child passenger safety seat check ups and fitting stations. The Department of Health Services continues to play a vital role in coordinating child passenger safety efforts in California. Through the Vehicle Occupant Safety Program, staff assists local agencies by providing technician training and resources to counties and regions in need. In addition, staff also facilitates the Child Passenger Safety Quality Task Force, made up of state and local public health, law enforcement, nurses and hospitals, fire fighters, EMS, California Safe Kids, independent and community-based organizations, and veteran advocates throughout the state, which serves as an advisory body and reviews CPS materials to be distributed in California. The Task Force is working on a quality assurance plan focused on violator courses, educator levels, data collection, and instructor and technician competency.

An ongoing obstacle in providing child passenger safety technician training in underserved regions is the lack of equipment necessary to instruct the 32 hour NHTSA course. Through a grant with the University of California Davis Medical Center and in collaboration with the Department of Health Services and the Roseville Fire Department, four fourteen foot trailers containing a variety of child safety seats, booster seats, special needs seats, grip liner, pool noodles, a bench seat with a variety of retractable seat belts, clip boards, a banner, and other necessary items for conducting a training and checkups have been purchased. The plan is to make these fully equipped trailers available throughout the state by placing them in four strategic regions. Negotiations are taking place with four potential agencies to become host agencies for these regions. The goal for each host agency will be to develop contracts with community organizations that wish to use the trailers for child passenger safety trainings and/or checkups.

As child safety seat usage increases, misuse continues among special needs and foster children. To ensure that every infant and child is discharged from medical institutions are riding safely, California coordinates special needs child safety seat training for nurses and hospital staff who treat pediatric and special needs patients. In Los Angeles County, a child passenger safety program will educate low-income parents with newborns in post-partum, pediatrics, trauma, prenatal, and family practice clinics. In addition, OTS will fund a pilot program to educate county employees who transport foster children.

To achieve the greatest potential for reducing fatalities and injuries, OTS recommends grantees consider the following countermeasures when preparing their project agreements (*Note: The OTS “Blueprint” contain additional recommended “best practice” countermeasures*):

- To educate parents, caretakers, police officers, health care providers, and other passenger safety advocates and professionals on the booster seat and back seat law.
- To educate and enforce to keep children under age six or under sixty pounds buckled in the back seat.
- To coordinate “High School Seat Belt Challenge” programs at local area high schools.
- To work closely with community based organizations to promote child safety use at both the neighborhood and community levels.
- To include educational outreach relative to the consequences of leaving children unattended in or around vehicles in all child passenger safety brochures, press releases, PSAs, and speaking opportunities.
- To urge the media to report occupant restraint usage as a part of every collision.
- To meet with local newspaper editorial boards to promote occupant protection articles.
- To establish a written and enforced mandatory seat belt policy for law enforcement personnel with sanctions for noncompliance.
- To provide funds to community-based organizations to implement child passenger safety programs which include the distribution of child safety seats.
- To establish child safety seat “fitting stations” to ensure proper installation and instructions of occupant restraints in vehicles.
- To continue education and training by the NHTSA Standardized Child Passenger Safety Training Program.
- To work with local Safe Kids Coalitions to promote safety for young children and to reduce unintentional injuries and fatalities relating to those areas of child safety seat compliance.
- To encourage participation in statewide and national Public Information and Education (PIE) campaigns and join with NHTSA to conduct the Buckle Up America Campaign, National Safe Kids Coalition “Give Kids a Boost” Campaign, National Child Passenger Awareness Week, and also conduct the Operation Mobilization Campaign.
- To provide information to the public about proper seating positions for children in air bag equipped motor vehicles.
- To promote correct child safety seat usage education to parents caretakers, police officers, health care providers, and other passenger safety advocates and professionals.

- To increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- To urge judges to support strict enforcement of occupant protection laws and provides information at judge's conferences and traffic adjudication workshops.
- To develop child safety seat low cost programs for "special needs" children, and provide health care professionals with education and access to the "special needs" child safety seats.
- To raise awareness of vehicle/child safety seat compatibility.
- To develop tools and strategies to assist local SB 1073 programs in working effectively with their courts.
- To build the capacity of the 61 local health departments' SB 1073 programs to work effectively with the local courts, law enforcement, referral agencies, home and day care providers, preschools, hospital and clinic providers, schools, private industry, media, and community agencies.
- To continue a statewide child safety seat "spotter program" to report vehicles carrying unrestrained children.
- To assist with the development, coordination, implementation and evaluation of training for home and day care providers to provide information on how to train parents to utilize child safety seats and booster seats correctly.
- To incorporate Violator's Education Programs into adult education or related programs.
- To conduct child safety seat "checkups" to educate parents and caretakers on correct child safety seat usage.
- To develop child passenger restraint educational programs among multicultural and diverse ethnic populations.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2005 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - COMPREHENSIVE COMMUNITY OCCUPANT PROTECTION PROJECTS

These projects conducted by county health departments and school districts include activities with schools, churches, medical facilities, law enforcement, courts, media, civic groups, large and small businesses, governmental agencies, etc. These projects develop child safety seat programs that educate and train on the correct use of safety belts and child safety seats. Activities include: conducting media events, public information campaigns, child safety seat check ups, child safety seat and seat belt surveys, educational presentations, court diversion classes; disseminating educational literature; and distributing low cost or no cost child safety seats to low income families.

Fund	Project No.	Agency	OTS Funds	Agency Contribution
157	OP0302	Calaveras County Health Services Agency	\$18,441	\$2,167
	OP0304	Fresno County Human Services System	\$0	\$17,338
	OP0506	Kern County Department of Public Health	\$40,000	TBD
	OP0509	Merced County Health Department	\$105,680	TBD
402	OP0404	Imperial County Department of Health	\$21,528	\$1,265
	OP0406	Los Angeles Unified School District	\$166,764	\$71,300
	OP0410	Sacramento County Department of Health and Human Services	\$47,368	\$29,646
405	OP0505	Inyo County Superintendent of Schools	\$22,250	TBD
	OP0507	Los Angeles County	\$159,000	TBD
	OP0508	Los Angeles County	\$495,000	TBD
	OP0511	San Bernardino County	\$391,918	TBD
	OP0512	San Diego State University	\$175,080	TBD

TASK 3 - ENFORCEMENT AND EDUCATION OCCUPANT PROTECTION PROJECTS

These projects conducted by law enforcement and fire personnel include enforcement and education to increase the use of safety belts and child safety seats. Activities include: conducting media events, public information campaigns, child safety seat checkups, child safety seat and seat belt surveys, educational presentations; disseminating educational literature; providing NHTSA Certified Child Passenger Safety Technician training; distributing low cost or no cost child safety seats to low income families; and serving as fitting stations.

Fund	Project No.	Agency	OTS Funds	Agency Contribution
157	OP0306	Menlo Park Police Department	\$5,574	\$0
	OP0313	Tracy Fire Department	\$0	\$600
	OP0501	California Highway Patrol	\$335,848	TBD
	OP0502	Citrus Heights Police Department	\$153,634	TBD
	OP0504	Fresno Police Department	\$80,713	TBD
	OP0510	Roseville Fire Department	\$92,630	TBD
163	OP0401	California Highway Patrol	\$ 366,594.06	\$337,312
402	OP0403	Folsom Fire Department	\$0	\$913
405	OP0411	San Carlos Police Department	\$14,906	\$50,500

TASK 4 - STATEWIDE USAGE SURVEYS

402

OP0402 - CALIFORNIA STATE UNIVERSITY, FRESNO RESTRAINT USAGE SURVEYS PROJECT

The Restraint Usage Surveys Project will continue into fiscal year 2005. Two annual statewide surveys will be conducted in the summers of 2004 and 2005 to determine seat restraint usage rates of front seat occupants (and infant/toddlers in any seat) for autos, vans, and non-commercial pickup trucks on non-highway and highway roads. A probability sample, using NHTSA approved methodology, of 80 non-highway and 80 highway intersections will be made. A CHP sample using similar methodology and sampling of 113 highway sites will be incorporated in sampling procedures. One hundred additional sites will also be sampled using four areas of the state. Pre and post-tests on these 100 sites will be made during the 2004 Memorial and Labor Day holidays. Two additional surveys, a pilot of five local schools and a main statewide survey of 200 high school sites will collect and analyze seat belt usage rates for high school drivers and passengers at campus sites. The results will be analyzed using the CARP surveys program and developed SPSS statistical programs using the criteria and statistical procedures approved by NHTSA. (\$184,701)

TASK 5 - STATEWIDE CHILD PASSENGER SAFETY TRAINING

405

OP0303 - CALIFORNIA DEPARTMENT OF HEALTH SERVICES VEHICLE OCCUPANT SAFETY PROJECT: BUILDING OCCUPANT SAFETY INFRASTRUCTURE PROJECT

The Vehicle Occupant Safety Project: Building Occupant Safety Infrastructure Project will continue into fiscal year 2005. This project provides funds for personnel, travel, contractual services, program materials, education and training, and car seats. Project activities propose streamlining and coordinating a seamless system to train and support child passenger safety technicians and instructors, and provide NHTSA certified child passenger safety-training materials statewide. (\$194,205)

2003b

OP0503 - DEPARTMENT OF HEALTH SERVICES VEHICLE OCCUPANT SAFETY PROJECT (VOSP)

VOSP will coordinate with its numerous state and local partners on strategies to extend the reach of child passenger safety. In each activity, VOSP will help its constituency to see the connections across age groups so that uniformly we reach youngsters from 0 to 16.

Objectives include stabilizing the fledgling technician training system; offering a new series of short "awareness" trainings to help integrate CPS into a variety of healthcare, education, EMS, law enforcement and community settings; and assisting local health departments and others in the CPS Network to work together on joint problem-solving as well as sharing resources and materials targeted to hard-to-reach populations. Lastly, VOSP will work with leaders in the field to establish CPS quality assurance standards to improve access, retention, consistency and competency for both service providers and advocates. With so many new laws and the ever-growing number of new parents in our state, the coordinated work California interdisciplinary CPS Network remains critical to maximizing resources and helping families learn what they need to do to keep their children safe. (\$317,053)

TASK 6 – INNOVATIVE PROJECTS TO INCREASE SEAT BELT USE

405

This task will include a public information and education campaign, mini grants for local law enforcement agencies, and personnel to coordinate the California Seat Belt Compliance Campaign. The projects provide funds for an extensive media campaign using the NHTSA contractor and coordinated with the California Highway Patrol and local enforcement agencies. A total of \$1,300,000 will be held back by NHTSA to conduct the media campaign. This campaign will utilize California's highly regarded "Seat Belts: Remember Or Be Remembered" slogan and "Baggy Pants" PSA.

OP0210 - CALIFORNIA HIGHWAY PATROL CALIFORNIA SEAT BELT COMPLIANCE CAMPAIGN PROJECT

The current California Seat Belt Compliance Campaign project will continue into fiscal year 2005. The effort will concentrate on the most difficult-to-reach motorists who have resisted using safety belts – what has been called "the late eight" percent. The goal of the project is to increase California's usage rate to 94 percent. Reaching this goal requires changing the behavior of 1,015,000 people. (\$17,976)

OP0514 - CALIFORNIA HIGHWAY PATROL CALIFORNIA SEAT BELT COMPLIANCE CAMPAIGN (CSBCC)

The CSBCC will attempt to attain and maintain a 94 percent seat belt use rate through June 2005. Through the combined efforts of state and local law enforcement, a seat belt enforcement campaign will be conducted for a 21-day period in May and June 2005 in support of the Buckle-Up America/Operation ABC National Mobilizations. Funds provided by the CHP grant will be utilized to provide a salary and travel for a retired annuitant project coordinator and increase the level of seat belt enforcement hours on an overtime basis for CHP first line supervisors, officers, and administrative time to meet grant reporting requirements. (\$270,000)

TASK 7 – MINI-GRANTS TO INCREASE SEAT BELT USE

405

The Office of Traffic Safety will solicit local projects to conduct enforcement programs addressing motorists who fail to buckle their safety belts. The goal of the project is to increase California's usage rate to 94 percent. This task provides funds for overtime costs for local law enforcement agencies and state college and university police departments in addition to the California Highway Patrol and local law enforcement's existing commitment to enforcing seat belt and child safety laws. The mini grants being developed for local law enforcement include a three-week-long wave of concentrated enforcement activity that will be accompanied by a highly visible media campaign in May 2005. The maximum amount for each mini-grant will be based upon a city's population:

- 5,000 – 50,000 \$10,000
- 50,001 – 100,000 \$15,000
- 100,001 – 150,000 \$25,000
- 150,001 – 250,000 \$35,000
- OVER 250,001 \$50,000

An announcement regarding requests for mini-grants is scheduled for October 2004 with a deadline of December 3, 2004. The mini-grants will only cover the May 2005 mobilization period, based upon NHTSA estimated funding. (\$2,550,000)

**FISCAL YEAR 2005 PROGRAM FUNDING
(OCCUPANT PROTECTION)**

Task	Title	Major Cost Items						
1	Program Development and Administrative Coordination	Personnel and Operating Expenses						
2	Comprehensive Community Occupant Protection Projects	Personnel Costs, Travel, Contractual Services, Safety Seats, Bicycle Helmets, TV/VCR, Training Costs						
3	Enforcement and Education Occupant Protection Projects	Personnel Costs, Contractual Services, Car Seats, Equipment, Training Costs						
4	Statewide Usage Surveys	Personnel, Operating Expenses						
5	Statewide Child Passenger Safety Training	Personnel Costs, Operating Expenses, Child Safety Seats, Contractual Services, Travel, Printing, Facilities, Equipment, Training Costs						

Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	402	405	157b	2003b	
OP	1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$150,700.00	\$100,000.00	\$100,000.00	\$0.00	\$0.00
OP	2 Local	\$164,121.00	\$0.00	\$235,660.00	\$1,243,248.00	\$0.00	\$0.00	\$121,716.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
OP	3 Local	\$668,399.00	\$0.00	\$0.00	\$16,906.00	\$0.00	\$0.00	\$51,100.00
	State	\$0.00	\$366,594.06	\$0.00	\$0.00	\$0.00	\$0.00	\$337,312.00
OP	4 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$184,701.00	\$0.00	\$0.00	\$0.00	\$126,411.00
OP	5 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$192,204.05	\$0.00	\$317,053.00	\$0.00

**FISCAL YEAR 2005 PROGRAM FUNDING
(OCCUPANT PROTECTION)**

Task	Title		Major Cost Items					
6	Innovative Project to Increase Seat Belt Use Rate		Personnel Costs, Contractual Services					
7	Innovative Mini Grants to Increase Seat Belt Use Rate		Personnel Costs, Contractual Services, and Educational Materials					
Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	402	405	157b	2003b	
OP	6 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00
	State	\$0.00	\$0.00	\$0.00	\$287,976.40	\$0.00	\$0.00	0.00
OP	7 Local	\$0.00	\$0.00	\$0.00	\$2,550,000.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PSP TOTALS								
LOCAL:		\$832,520.00	\$0.00	\$235,660.00	\$3,810,154.00	\$0.00	\$0.00	\$172,816.00
STATE:		\$0.00	\$366,594.06	\$335,401.00	\$580,180.45	\$100,000.00	\$317,053.00	\$463,723.00